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RECEIVED by the Carrier from the Mercha Carriage subject to all the terms and con If required by the Carrier, this Bill duly er

In accepting this law, the Merchant agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof, whether written, typed, stamped or printed, as if signed by the Merchant, any local custom or privilege to be contrary notwithstanding, and agrees that all agreements or freight engagements for the shipment of the goods are superseded by this Bill.

- FEINITION
 The following words whether contained on the front or back have the meanings hereby assigned:

 (1) "Bill" means (A) Bill of Lading if this document is issued as a Bill of Lading, or (8) Sea Waybill if this document is issued as a Sea Waybill, the property of the Control of the Control of the Control of the Control of C

2. CARRIEFS TARIEF.
The terms and conditions of Carrier's applicable tariff are incorporated herein, including those provisions relating to Container and vehicle demurrage.
Copies of the relevant provisions of the applicable tariff are obtainable from the Carrier upon request. In the event of any inconsistency between this Bill and the applicable Tariff, in Bill shall prevent.

3. MERCHANTS WARRANTY

The Merchant warrants that in agreeing to the terms hereof he is, or has the authority of, the person owning, or entitled to possession of the Goods and this Bill.

4. EXEMPTIONS AND IMMUNITIES OF SERVANTS, AGENTS, STEVEDORES AND OTHER SUB-CONTRACTORS.

 The Carrier shall be entitled to sub-contract the whole of any part of Carriage on any terms whatsoever.
 In contracting for the following exemptions and limitation of, and econeration from, liability, the Carrier farm or compretion or other legal entity whatsoever (including the Master, officers and crew of it wessel, agents, Underlying Carriers, Sub-Contractors and/or any other independent contractors whatsoever unitized in the Carrierally pile, or shall be deemed to be, laids with respect to the Goods as Carrier, and the contractors whatsoever unitized in the Carrieral pile, or shall be deemed to be, laids with respect to the Goods as Carrier, and the contractors whatsoever unitized in the Carrieral pile of the Carrier of Sarrier or ballee of the Goods, or under responsibility with respect to the Goods as Carrier, in this Bill shall be adjudged that any Person other than the Carrier is Carrier or ballee of the Goods, or under responsibility with respect the total carrier is Carrier or ballee of the Goods, or under responsibility with respect the total carrier is Carrier or ballee of the Goods, or under responsibility with respect the respect to the surface of the carrier of act are a responsibility with respect the responsibility with respect to the processing of the Carrier of act are a responsibility with respect to the processing of the Carrier of act are a responsibility with respect the responsibility with respect to the respect to thand the respect to the respect to the respect to the respect to t

contained shall be construed to mink of many contained shall be construed to mink of many contained shall be construed to mink of many contained arrives may include the use of funderlying Carriers and it is expressly agreed that the use of such Underlying Carriers shall not constitute a devalation. In this regard, the Carrier may at any time, and without notice to the Merchant, use any means of carriage or storage whatsoever, transfer the Goods from on conveyance to another, including transhipping or carrying the Goods on a Vessel other than that specified on the face hereof, proceed by any route in Carrier's discretion (whether or not the nearest or most direct, customany or advertised route proceed to, or storage at any place or port whatsoever, load and unload the Goods at any place or port (whether or not such port is named on the face of this Bill as the port of leading or the port of discharge) and store the Goods at any surface or port of whether or not such port is named on the face of this Bill as the port of leading or the port of discharge) and store the Goods at any surface or port of the control of the Carriage of the Goods, including Ideal authority or any Person or body step or propriating to set on behalf of authority or or propriation of the Carriage of the Goods, including Ideal authority or any Person or body step or propriating to set on behalf of authority or or propriations, fundating but not limited to Persons involved with the operation or maintenance of the Vessel) and assisting Vessel(s) in all situations. Anything done in accordance with this clause or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

with this clause or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

6. LIBERT CAUSE

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6. Carriage is not reliable to the contractual Carriage is not reliable to the carriage is not reliable to the carriage is not reliable to the carriage of the Cooks, or if such situation makes it in any way unsafe, impracticable or unlawful or against the interest of the Carriage or the Merchant to commence or continue the Carriage of the Goods, the Carrier may, at any time, in its sole discretion:

(1) Unpack the Container(s) or otherwise dispose of the Goods in such way as the Carrier may deem advisable at their is and expense of the Merchant;

(2) Unpack the Container(s) or otherwise dispose of the Goods in such way as the Carrier may deem advisable at the risk and expense of the Merchant;

(3) Suspension to that indicated in this Bill or that which is usual for Goods consigned to that port of discharge or place of delivery and any such additional Freights and charges shall be for the Merchant's account;

(3) Suspension to that indicated in this Bill or that which is usual for Goods consigned to that port of discharge or place of delivery and any such additional Freights and charges shall be for the Merchant's account;

(3) Suspension to that indicated in this Bill or that which is usual for Goods consigned to that port of discharge or place of delivery and any such additional Freights and charges shall be for the Merchant's account;

(4) Abandon the Carriage of the Goods and place them as the or afford upon terms of this Bill and endeavor to forward them as soon as possible, but the Carrier makers no representations as to the maximum period of suspension of the Carriage to Any additional Greights or charges shall be for the Carriage to any additional Carriage to any exhibit the Carria

7. CARRIERS RESPONSIBILITY AND CAUSE PARAMOUNT.
(1) Port-to-Port Shipment - when loss or damage has occurred between the time of loading the Goods by the Carrier, or any Underlying Carrier, at the port of loading the time of discharge, by the Carrier, or any underlying Carrier, at the port of discharge, the responsibility of the Carrier shall be determined in accordance with Hague Rules or any national law making the Hague Rules, or any amendments thereto including the Hague-Victory Amendments, computory applicable to this Bill. The Carrier shall be under no liability whatsoever for loss of or damage arises prior to loading on to, or subsequent to the discharge from, the Vessel. Notwithstanding the foregoing, and the computer of t

CONTAINER PACKED BY CARRIER.Where the goods, receipt of which is acknowledged on the face of this Bill, are not already contained in Container(s) at the time of such receipt, the Carrier shall be at liberty to pack and carry such Goods in Containers.

- Continuer shall be at liberty to pack and carry such cooks in Lordaners.

 CONTINUER PACKED BY MESCHAIT RESPONSIBILITY.

 Where the Goods have been packed into Container(s) by or on behalf of the Merchant, it is mutually agreed that,
 (1) Any statement of this Bill reliating to marks and numbers, number and kind of packages, description, quantity, quality, weight, measure, nature,
 kind, value, or other particulars of the contents of such Container(s) are as furnished by the Merchant and are unknown to the Carrier and the
 container(s) and in respect thereof. The ecknowledgement of the Carrier is confined to the number and appears to order and container

 (2) The Merchant accepts complete responsibility for the packaging, securing, and stuffing of the contents of the Container(s), the closing and sealing
 of the Container(s) and the thress of the Container(s) and the contents thereof for Carriage in acceptance of the Bill. The
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 - by the Carrier arising from any improper or inadequate packaring, summing, securing, using the Saming, or included in the Carrier shall be at liberty to inspect the Goods without notice at any time or place.

 (4) Ontainer(s) shall be properly sealed and the seal identification reference as well as the Container(s) reference shall be shown herein. If the container(s) are delivered from the Carrier with seals intact, the Carrier shall not be liable for any loss or damage to the Goods unless it is proven that such loss or damage was caused by Carrier's negligence. In case the seal of the container(s) is broken by Customs or observances arising or resulting authorities for inspection of the Goods, the Carrier shall not be liable for any loss or damage or any other consequences arising or resulting
 - dittifferes to inspection to the Good in the Container(s) at his expense before redelivery to the Carrier so that they are suitable for furth
 the Merchant is obliged to clean the Container(s) as foresaid, all charges in connection herewith shall be borne by Merchant.

- 10. CARRIERS CONTAINER MECHANTS RESPONSIBILITY

 (1) The Merchant shall inspect the Container(s) which are lent, leased, or in any way furnished by the Carrier before the Goods are packed into such Container(s), and the Container(s) so packed by the Merchant shall be deemed to have been accepted by him in good order and suitable condition for the purpose of Carriage contracted herein unless the Merchant provides written notice or remarks in writing occenting the condition of the Container(s). Unless such written notification is given, Merchant is precided form filling claim against the Carrier for any loss or damage to the Goods by reason of insufficient or unsound condition of the Container(s).

 (2) The Merchant shall assume full responsibility and indemnity the Carrier for any loss or damage to the Carrier's Container(s) and/or other equipment which occurred while in his possession or in possession of his agents or carriers engaged by or on behalf of the Merchant.

 (3) The Carrier's shall not, in any event, be lable for, and the Merchant shall indemnity and hold the Carrier harmless for and against, any loss or damage to property of other Persons or injuries to other Persons occurring while Carrier's Container(s) is in the possession of, or being used by the Merchant, or the Merchant as gainst on vinand carriers engaged by or on behalf of the Merchant.

Unless specially requested by the Marchant in writing, the Carrier is not required to provide anything other than a 20 or 40 foot standard dry Container(s). In the event the Carrier are set to carry the Goods in a special Container(s) such as a refrigerated, heated or insulated Container(s). Goods of a perishable nature shall be carried in such dry Container(s) without special protection, services or other measures unless it is noted on the reverse side of this Bill that the Goods will be carried in a refrigerated, heated, electrically wentileted or otherwise special equipped Container(s). The Merchant is required to give written notice of requested temperature settings of the hermostatic controls before receipt of the Goods by the proper stowage of the goods within the Container(s), for setting the temperature forced loading the Goods into the Container(s), for the proper stowage of the goods within the Container(s), for setting the temperature forced loading the Goods into the Container(s), for the proper stowage of the goods within the Container(s), for setting the temperature (including maintenance and repair) during all times before the Container(s) are delivered to the Carrier and after they are delivered by the Carrier. The Carrier is not responsible for produce deterioration caused by inherent vice, defects in the merchandise or transit times in excess of the goodsc shall file. The Merchant is specifically advised that enfigerated, and the set of the container as received from the Merchant. The Carrier is unable to determine whether the Goods were the proper temperature when they were loaded into the Container(s) or when the Container(s) was delivered to the Carrier. Carrier shall be deemed to have fulfilled its obligations under this Bill, and shall have not inability whatsoever; if the goods are carried in a required at the respectate of temperature controlled Container(s), which can be supplied by the Singlet he Merchant is standard dry Container(s) and in writing by the Carrier accrided at Merchant'

- 12. STOWAGE ON DECK

 (1) The Carrier had the right to carry the Goods in Container(s) on deck, whether the Container(s) are owned or leaved or have been packed or stuffed,

 (2) The Carrier had the Netchart or the Carrier. When Goods in Container(s) are caired on deck, the Carrier is not required to specially note, mork

 or stamp any statement of no deck Carriers on the face hered, any custom to the outrary netwithstanding. The Goods so carried shall be subject

 to the applicable legislations as provided for in the Cause Paramount hereof.

 (2) Notwithstanding clause I/C1) above in the case of Goods which are stated on the face hereof as being carried on deck and which are so carried, the

 Hague Rules shall not apply and the Carrier shall be under no liability whatsoever for loss, damage or delay, howsoever arising.

LIVE ANIMAL, PLANTS AND PERISHABLE GOODS

The Carrier's shall not be responsible for any accident, disease, mortality, loss of or damage to live animals, birds, reptiles, fish, plants and perishable Goods arising or resulting from any cause whatsoever including the Carrier's negligence or the Vessel's unseaworthiness, and shall have the benefit of all the provisions of this fill.

- of all the provisions of this Bill.

 14. DANCEGOUG SCODES AND CONTRABAND

 14. DANCEGOUG SCODES AND CONTRABAND

 15. The Carrier undertakes to carry the Goods of an explosive, inflammable, radioactive, corroeive, damaging, noxious, hazardous, poisonous, injurious or dangerous nature only upon the Carrier's acceptance of a prior written application by the Merchant for the Carriage of such Goods. Such application must accurately state the nature, name, label, and classification of the goods as well as the method of rendering them innocuous, with the full names and addresses of the Merchant, nature of the goods referred to in the preceding pacagraph is distinctly and permanently marked and manifested on the outside of the Goods and Container(s) and shall also undertake to submit the documents or certificates required by any applicable statutes or regulations or by the Carrier.

 (3) Whenever the Goods are discovered to have been received by the Carrier without complying with the foregoing or the Goods are found to be contraband or prohibeted by any law or regulations of the port of loading, discharge or call or any place or waters during the Carrier, and the Merchant shall be liable to indemnify the Carrier against any kind of loss, damage or liability including loss of freight, and any expenses directly or indirectly arising out of resulting from such Goods.

 (4) The Carrier may exercise or enjoy the right or benefit conferred upon the Carrier under the foregoing wherever it is apprehended that the Goods and such carrier and the Merchant shall be liable to indemnify the carrier against any kind of loss, damage or liability including loss of freight, and any expenses directly or indirectly arising out of resulting from such Goods.

 (4) The Carrier may exercise or enjoy the right or benefit conferred upon the Carrier under the foregoing wherever it is apprehended that the Goods such and the Carrier and the Merchant's agreement and at the risk and expense of the Goods. Underlying Carriers, Such Contractors, Persons and

The Carrier shall not be liable to any extent for any loss of or damage to or in connection with platinum, gold, silver, jewelry, radioisotopes, precious metals, precious stones, precious chemicals, bullion, specie, currencies, securities, negotiable instruments, writing, documents, pictures, embroideries, works of art, curios, heirlooms, collections of every nature or any other valuable goods whatsoever including Goods having particular value only for the Merchant, unless the true nature and value thereof have been declare in writing by the Merchant before receipt of the Goods by the Carrier and inserted in this Bill and unless ad valorem freight shall have been fully prepaid thereon.

16. LOSS, CONDENSATION, ETC. It is agreed that superficial rust, oxidation or condensation inside the Container(s) or any like condition due to moisture is not the responsibility of the Carrier, unless said condition arises out of Carrier's failure to provide a seaworthy Container to the Merchant prior to loading. If the Merchant requires special arrangements or care for the Carriage of such Goods, he must request same in writing to the Carrier and said arrangements must be noted on the face of the Bill and all special regist, as required, must be paid by the Merchant.

GOVERNMENT REGULATION AND PENALTY

The Merchant shall comply with all regulations or requirements of Customs, Government authorities, port and other authorities, and shall bear and pay all duties, taxes, fines, impose, expenses or losses incurred or suffered by reason of any failure to comply with sub-regulations, or by reason of any flagil, incorrect, or insufficient marking, unmber or addressing of the Goods, or the discovery of any drugs, narcotics, soxwaways or other illegal substances within Container(s) packed by the Merchant or inside Goods supplied by the Merchant, and shall indemnify the Carrier in respect thereof.

- NOTIFICATION AND DELIVERY

 (1) Any mention in the Bill of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligations hereunder.

 (2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff.

 (3) If the Merchant fails to take delivery of the Goods, or any part thereof, in accordance with this Bill, the Carrier may without notice remove the Goods, or that part thereof, and/or store the Goods, or that part thereof, and/or store the Goods, or that part thereof, and/or store the Goods, or that part thereof, that part thereof, store the Goods of the Goods, or that part thereof, and licese.

 (4) The Merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in the Carrier's applicable Tariff, which is incorporated in this Bill.

- **PRECISET** AND CHARGES**

 (1) Progist halb be payable at Carrier's option, on gross intake weight or measurement, or gross discharge weight or measurement, or an ad valorem (1) Progist halb be payable at Carrier's option, on gross intake weight or measurement, or an ad valorem (1) Progist halb be payable at Carrier's Tariff. Freight may be calculated on the basis of the description of the Goods furnished by the Merchant, to Carrier may at any time, weight, measured and value the Goods and open packages or customary freight unit to examine contents. In case the Merchant's description is found to be erroneous and additional Freight; is payable, the Goods shall be liable for any additional Freight; is payable, the Goods shall be liable for any additional Freight and expense incurred in examining, weighting, measured, furnishing, and (2) Full Freight to the port of discharge or, in case of through transportation to place of delivery named herein and all other charges against the Goods shall be considered completely earned on receipt of the Goods by the Carrier or Underlying Carrier as the case may be, whether the Freight or charges be prepaid or be stated or intended to be prepaid or to be collected at port of discharge or destination or subsequently, and the Carrier shall be entitled absolutely, to all Freight and charges; and to receive and retreat them underlined incrumatences whatever, whether Vessel and/or the Goods are lost or not lost, or whether the volgage changed, troken up, frustrated or abandones.

 (4) The Required in the Goods shall be continued to the currency bande in the Bill or, at the Carrier's option, in its equivalent in local currency abande demand rates of exchange in New York as of the date payment of Freight or. The Freight or Arrayers and the Carrier's option, in its equivalent in local currency abanded where any calculation of the Carrier's and the Carrier's and to correction, not in the Carrier's many collect the additional amount.

GENERAL AVERAGE AND SALVAGE

(except as may be otherwes spectment provided however, that the Goods at said times are in the actual custody of the carrier or any underlying Carrier specific provided by the contractor.

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(3) Multimoda?

(3) With respect to Multimodal Transportation from, to, or within the United States, when the Goods are in the custody of the Carrier, or any Underlying Carrier, such Multimodal Transportation from, to, or within the United States then the Carrier's (a) in the event Clause (71). Is held inapplicable to such Multimodal Transportation from, to or within the United States then the Carrier's liability will be governed by whe subject to the terms and conditions of the Underlying Carrier's Bill and dory, where applicable, the ICC Uniform Bill of Lading together with the Underlying Carrier's Bill and dory, where applicable, the ICC Uniform Bill of Lading together with the Underlying Carrier's Bill and dory, where applicable, the ICC Underlying Carrier's Bill and and the Underlying Carrier's Bill and dory in the Underlying Carrier's Bill and play as a size of the Carrier's Amange of disease the Carrier's Soption according to the York-Antwerp Rules 1994, and as to matters not provided for in these rules according to the lews and usages of the port or place at the Carrier's applied to the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's and usages of the port or place at the Carrier's with the Carrier's and usages of the port or place at the Carrier's with the Carrier's with the Carrier's and usages of the port or place at the Carrier's with the Carrier's and us

- (3) Isolarom Libelly When it cannot be estancement of his even curred until new ecoursed during sea Carriage and any liability thereof shall be governed us a product of the carrier shall under no circumstances whatsoever be greater than that of the sub-universal sub-contractors contract with the Carrier shall under no circumstances whatsoever be greater than that of the sub-universal sub-contractors contract with the Carrier shall be automatically subrogated to all rights, defences, limitations and exemptions from liability contained therein.

 (5) Subrogation When any claim are good by the Carrier shall be automatically subrogated to all rights, defences, limitations and exemptions from liability contained therein.

 (6) Conflict of law In the event the Carriage covered by this Bill is subject to two or more compulsory national laws, then the national law of the jurisdiction in which any action is brough shall be applicable.

 (7) Conflict of Law In the event the Carriage covered by the Bill is subject to two or more compulsory national laws, then the national laws of the Merchant substitution in which any action is brough shall be applicable.

 (8) Edemic to have consequential loss or damage unless suit is brought within one delivery at any particular time of elevered delivered one of elevery at any particular market or use and save as provided in Clause? The Carrier shall in no circumstances be liable for any loss of damage of elevery at any particular time of elevered contracts that the Goods shall arrive at the port of discharge or place of elevery at any particular market or use and save as provided in Clause? The Carrier shall in no circumstances be liable for any loss of damage of elevery at any particular time of the Carrier shall in no circumstances be liable for any loss of damage of elevery at any particular time of elevery at any particular time of elevery at any particular market or use and save as provided in Clause? The Carrier shall in no circumstances be liable for any loss of damage to a

Nebber the Carrier nor any Underlying Carrier or Sub-Contractor utilized by the Carrier in the performance in this Bill Contracts shall be liable to answer for or make good any loss or damage to the Codos occurring at any time the Goods are considered to an econsidered to principle under the period before loading, or after discharge from the Vessel, by reason or by means of any fire unless such fire shall be caused by the actual fault or privity of the Carrier.

The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and/or any other contracts with the Merchant and expenses incurred by the Carrier for the account of the Merchant and for general average and salvage contributions to whomsoever do and for the costs of recovering same and for any penalties and assessments charged to the Carrier as a result is Carriage of the Goods. In order to recover for such charges the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant.

Except as otherwise provided specifically herein any claim or dispute arising under this Bill shall be governed by the law of England and determined in the English courts to the exclusion of the jurisdiction of the courts of any other place. In the event this clause is inapplicable under local law then the court of the purisdiction of any other place. In the event this clause is inapplicable under local law then